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www.westonandsampson.com

January 22, 2016

Ms. Virginia LeClair
Environmental Coordinator
Mr. Richard McCarthy
Town Planner
Town of Dedham
26 Bryant Street
Dedham, MA 02026

Re: **Dedham Heritage Rail Trail**
Subject: **Feasibility Study Letter Proposal**

Dear Ms. LeClair & Mr. McCarthy:

It was nice to meet you and your colleagues a couple of weeks ago and we enjoyed our tour of the former rail corridor being considered for repurposing into a multi-use trail. Per your request we have prepared a proposal for designer services to collaborate with you on a Feasibility Study to determine the potential for this new public amenity.

We have outlined services associated with the development of a Feasibility Study that considers the opportunities for converting the old rail corridor into a multi-use path.

Feasibility Study

Base Mapping + Existing Conditions Analysis:

Field Reconnaissance- Walk the entire corridor to take photographs and note/record current conditions including but not limited to: mature vegetation worthy of protection, residential abutters exposure, drainage patterns and existing infrastructure, general trail grades for accessibility consideration, street crossing conditions, bridge opportunities, and connections through former overpass conditions.

Compilation of Relevant Data- Gather relevant plans, maps, reports, studies, and or other pertinent data related to the property in order to inform the master planning process.

Meetings- Meet with town staff (and other designated stakeholders) to present information and to receive input as the master planning work progresses and as various alternatives are considered. We estimate participating in up to two staff meetings for this task.

Mapping- we will prepare mapping suitable for the development of feasibility diagrams and to support of other aspects of our work effort. Mapping will be generated from available on-line resources and include information furnished by the town and GIS files.

Preliminary Trail Alignment - Weston & Sampson will prepare an initial concept plan identifying potential improvements to the corridor, including:

- Integration of accessibility features where required
- Pedestrian circulation improvements where the right of way overlaps with school functions
- Parking area improvements
- Landscape and screening opportunities
- Service sources for power, lighting and water utilities, if appropriate
- Consideration of multi-generational features such as exercise equipment, seating areas, educational opportunities at natural resource areas
- Other site amenities and features such as benches, trash receptacles, community bulletin boards, and signage

Included in our analysis and conceptual plan design work will be a summary of basic opportunities, constraints and operational considerations. We will also prepare cost estimates associated with the various Rail Trail features. We will then present our initial findings to you and other designated project stakeholders.

Public Engagement- Weston & Sampson will lead one public forum in order to present preliminary site condition findings along the corridor. We will prepare appropriate visuals in order to clearly articulate all major considerations to a lay audience. We will also record all comments and be prepared to update all work in response to public comments. We have included typical graphic materials that were

developed for another similar, recent rail trail project. This meeting will be followed by a second public forum where we present a preferred conceptual plan with rendered images of the proposed improvements.

As discussed at our meeting and on the site walk, we expect there will be residents who are particularly sensitive to the potential impacts of this proposed Rail Trail being implemented. In previous projects where abutter impacts were of particular concern, we met with residents individually, at their homes. This allowed us to understand visual and noise impacts, complete photo renderings and impact studies in an effort to achieve consensus on the proposed project. While we have not included these individual meetings in our scope, they are available to you through supplemental design services.

Sample illustrative graphic (from Somerville Community Path) for use at a public outreach meeting

Final Feasibility Study - based on comments received from town staff members, project stakeholders and others we will finalize the feasibility study. The final document will be in the form of a technical report that includes narratives, photographs, budget estimates, a final preferred plan diagram and other elements in an effort to fully describe actionable outcomes required for this project to move forward. We have also included a final presentation for town boards and the general public at the conclusion of the work.

We have established a not-to-exceed fee of Sixteen Thousand Dollars ($16,000) for the work described above. We recommend the establishment of a supplemental services budget that will allow you to allocate funds for additional design services that may become necessary through the course of the feasibility study. For example, if meeting with individual abutters in their homes is deemed appropriate, the town will have already secured the funds to cover those additional costs. We recommend a supplemental services budget of Five Thousand Dollars ($5,000) that will only be accessed with prior approval by the town.

Please contact our office with any questions pertaining to this letter proposal. We are available to commence work immediately upon your direction. Thank you for the opportunity to be of service to the Town of Dedham as improvements are planned and implemented at Heritage Rail Trail.

Yours very truly,

WESTON & SAMPSON

Eugene R. Bolinger, RLA, ASLA
Vice President

Cheri Ruane, RLA, ASLA
Practice Leader | Landscape Architecture

Z:\MA-Boston-Projects\Dedham\Dedham Greenway Project\Contract\Heritage Rail Trail Feasibility Study_1.22.16.docx

Weston&Sampson®

engineering, energy, planning, permitting, design, construction, operation & maintenance

DRINKING WATER

Supply, Treatment, & Distribution

- New source approvals
- Well development
- Treatment plant improvements and new facilities
- Pilot studies
- Distribution system master plans and mapping
- Water storage tanks
- Booster stations
- Rate and meter replacement studies
- Cleaning and lining
- Unidirectional flushing programs

WASTEWATER

Planning, Collection, Treatment & Rehabilitation

- Treatment plant improvements and new facilities
- Pump stations
- Infiltration/Inflow (I/I) & Sewer System Evaluation Survey (SSES) programs
- Innovative and alternative systems
- Needs assessments and decentralized planning
- Hydrogeologic investigations
- New sewer and septic systems
- Supervisory Control and Data Acquisition (SCADA)
- Betterment assessment and user fee support

HAZARDOUS WASTE

Assessment & Remediation

- Site assessment
- Remediation study, design, and construction services
- Risk characterization
- Groundwater, fate, and transport modeling
- Bench and pilot studies
- Underground and aboveground storage tank (UST/AST) closures, design, and construction services
- Brownfields assessment, remediation, and redevelopment
- Building demolition
- Environmental management systems
- Environmental compliance audits
- Spill Prevention Control and Countermeasure (SPCC) plans

MEP/ENERGY

Traditional HVAC/Mechanical, Electrical, Resource Conservation, Distributed Energy

- Engineering and design
- Resource Conservation
- Energy, Water, Operations and Materials
- Distributed Energy
- Generation, Cogen, Steam, Chilled Water, Renewables
- Audits and feasibility assessment
- System optimization
- Construction oversight
- Owner's representative

TRANSPORTATION

Highway Engineering

- Traffic planning and engineering
- Corridor and roadway improvements
- Signals and intersections
- Sidewalks and parking lots
- Causeways
- Streetscapes
- Bike paths including rail-trail designs
- Community facilitation and public participation

LANDSCAPE ARCHITECTURE

Visioning & Implementation

- Recreation facilities (parks, playgrounds, ball fields/stadiums, skate parks, wet spray play areas)
- Streetscapes (including context sensitive designs)
- Urban designs (city/town commons, plazas, and parks)
- Open space projects and nature trails
- Historic restoration
- Waterfronts and riverwalks
- College/university facilities
- Monuments/memorials
- Public participation

BRIDGES & CULVERTS

- Condition inspection and evaluation
- Load rating and structural integrity assessment
- Rehabilitation, replacement and remedial repair design
- New bridge design and construction
- Bridge type and cost benefit studies
- Illumination and signage supports
- Permit and funding applications

SURVEY

- Property boundary surveys
- Planimetric, topographic, bathymetric surveys
- Aerial photogrammetry, mapping, and ground control surveys
- Land record research
- Property pinning and monumentation
- "As-built" record drawing surveys
- Construction stakeout and quantity verification
- Easement and taking maps

STORMWATER

Water Quality & Flood Control

- Analysis and modeling
- Drainage system hydrology and hydraulics
- Illicit connection detection and removal
- Drainage, culvert, and channel improvements
- Best Management Practices (BMPs) and treatment systems
- Bylaws and stormwater utilities
- Environmental Protection Agency (EPA) Phase 2 compliance

SOLID WASTE

Engineering & Management

- Landfill closures, expansions, and post closure re-use
- Environmental monitoring (surface water, groundwater, sediment, soil, and gas sampling)
- Risk assessment
- Beneficial re-use (parks, fields, playgrounds, buildings, etc.)
- Transfer stations and recycling and composting facilities
- Construction and demolition (C&D) facilities
- Solid waste management studies

GEOTECHNICAL & STRUCTURAL

Specializing in Dams

- Dam inspection, assessment, new design, and rehabilitation
- Building foundations
- Trenchless technologies
- Retaining walls and abutments
- Excavation support and cofferdam design
- Footings, pilings, and sheeting designs

SURFACE & GROUNDWATER

Water Resource Protection

- Watershed management studies
- Nutrient loading studies
- Hydrogeological assessments
- Wetland protection and replication
- Total Maximum Daily Loads (TMDLs)




SITE/CIVIL DEVELOPMENT

Low Impact Development (LID), Smart Growth, & Cluster Designs

- Planning and pre-development support
- Conceptual design
- Land use planning
- Permitting
- Natural resource protection
- Roadway, utilities, and drainage
- Design/Build/Operate for water and wastewater




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Specializing in Municipal Public Works Facilities

- Department of Public Works (DPW) buildings (full-scale planning, design, and construction services)
- Maintenance facilities, vehicle, and equipment storage
- Salt sheds
- Construction sequencing and planning
- New buildings and building rehabilitation




GEOGRAPHIC INFORMATION SYSTEMS (GIS) & MAPPING

Small-Scale to City/Town-Wide Programs & Support

- Needs assessments
- Pilot programs
- Parcels, utilities, property lines, wetlands, outfalls, database links
- Support, advise, training, and data management
- Global Positioning System (GPS) mapping
- Internet or intranet web-based systems




CONSTRUCTION SERVICES

Supervision & Oversight

- Daily inspection for contract/specification compliance
- On-call inspection services
- Payment requisition review
- Coordination of material testing services
- Record keeping and reporting
- Construction claim review
- Field consultations
- Shop drawing review

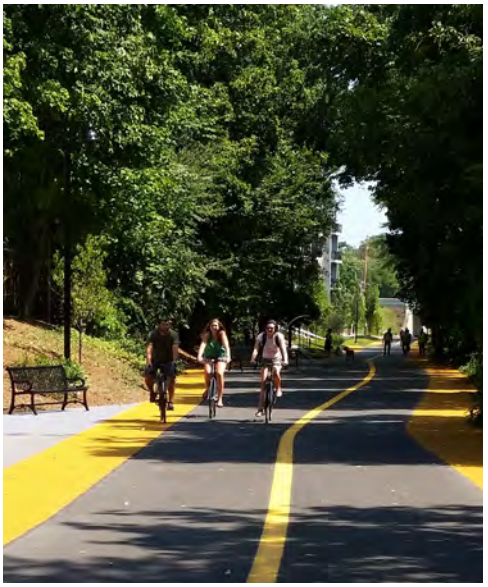
1-800-SAMPSON
www.westonandsampson.com

Follow us on:

Weston & Sampson
5 Centennial Drive (HQ), Peabody, MA 01960
tel: 978-523-1900 fax: 978-977-0100

SOMERVILLE COMMUNITY PATH

city of somerville, massachusetts



The City of Somerville selected Weston & Sampson to develop final designs for the Community Bikepath beginning at the intersection with Cedar Street and connecting to the existing bridge at Lowell Street. The project consists of:

- Full depth construction
- New hot mix asphalt porous pavement
- Connections to the Lowell Street Bridge using stairs and ramps (structural steel frame with aluminum grating, galvanized guard rail, and stainless steel handrails)
- Construction of new low stone retaining walls
- Minor drainage improvements
- Fixed and removable bollards
- New cement concrete pavers
- New cement concrete walks
- New ornamental lighting
- Enhancements including benches
- Trash receptacles and bicycle racks
- Brick pavers and landscaping
- New pavement markings
- Signs
- Other incidental items of work

The project was reviewed and constructed by the Massachusetts Department of Transportation, and met their design standards and public bid requirements.

The project required extensive community participation and coordination with key stakeholders including the existing Veteran Nurses Association property, a residential community currently under construction (i.e., MaxPak) and the future Massachusetts Bay Transportation Authority Green Line Station currently under design. In addition, the project required permanent and temporary right-of-way acquisitions, utility coordination, and a Phase I soil investigation. The path opened to the public in the summer of 2015.

client contact

Arn Franzen
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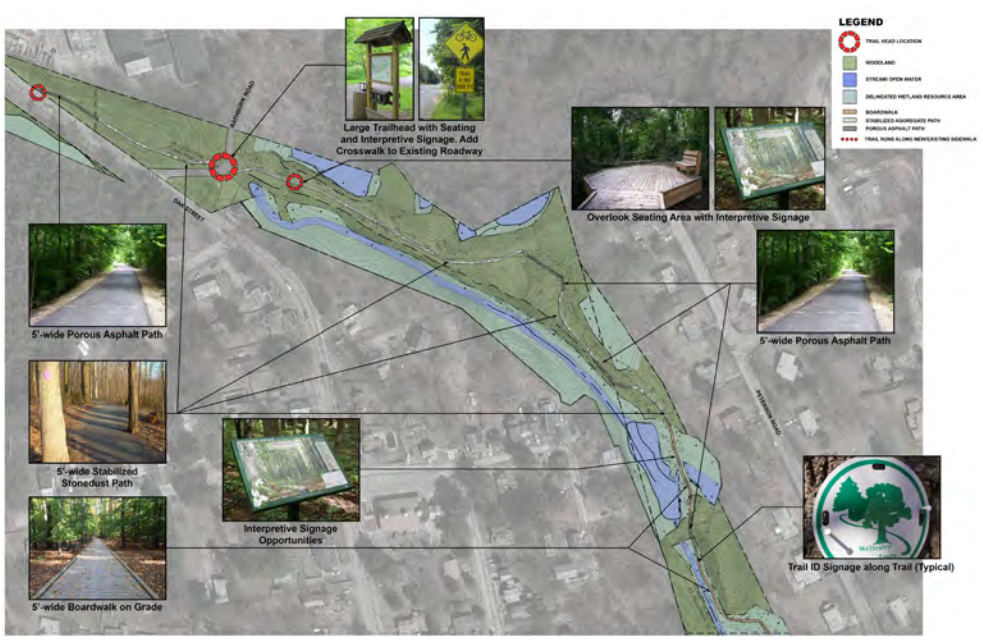
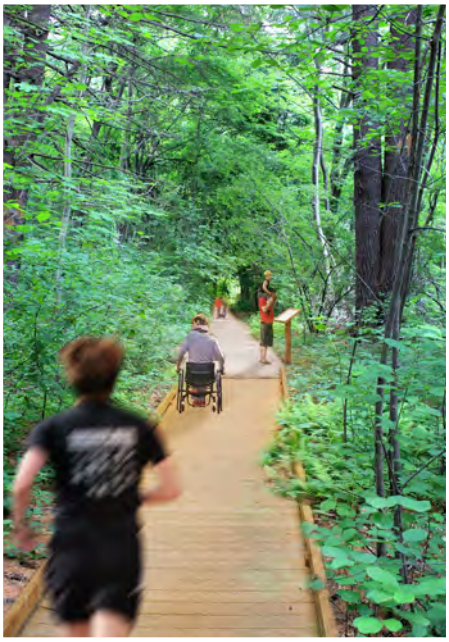
City of Somerville, Massachusetts
617-625-6600
afranzen@somervillema.gov

Weston&Sampson®

COCHITUATE AQUEDUCT TRAIL

cochituate aqueduct study committee, natick, massachusetts





Weston & Sampson is developing construction documents for a one-mile-long, fully accessible trail along the Cochituate Aqueduct in Natick, Massachusetts. The project was undertaken in response to a 2012 initiative by the Massachusetts Water Resources Authority, permitting the construction of trails along MWRA aqueduct properties.

The project entails he construction of a pedestrian and bicycle trail from the Wellesley town line to the Pine Oaks wells property and Pickerel Pond. The trail is designed to be fully accessible, meeting Architectural Barriers Act and U.S. Forest Service guidelines for accessible trails, and will provide recreational opportunities for people of all ages and abilities. The new Cochituate Aqueduct Trail will link with the Wellesley trail system, and provide important linkages for future trail systems within the Town of Natick.

The majority of the trail surfacing will consist of a compacted aggregate surfacing specifically designed for accessible trails. Boardwalk systems will be installed where the trail corridor passes through wetland resource areas to limit environmental impacts. In addition to adequate signage and trail markings, trail heads will be installed at all roadway crossings. These trailheads will provide interpretive signage with descriptions of the trail conditions and rules, wayfinding signage, and seating to provide opportunities for resting.

cleint contact

Robert Bois
Conservation Commission
Town of Natick
508-647-6404
bbois@natickma.org

Weston&Sampson®

CAPE COD RAIL TRAIL

town of chatham, massachusetts

Weston & Sampson developed contract documents for the construction of a six-mile bikeway, which makes use of a former Old Colony Railroad right-of-way.

The bikeway follows the abandoned railroad right-of-way, traverses along four local roads, occupies an electrical transmission line easement, and includes six at-grade roadway crossings. The typical cross section consists of a 10-foot-wide paved bicycle path and three-foot shoulders. The project also includes the construction of bicycle lanes and a sidewalk along a portion of George Ryder Road and the reconstruction and realignment of the Old Queen Anne Road/Stepping Stones Road/Wilfred Road intersection.

The Chatham Spur links a previously constructed bikeway in Harwich with Chatham Center. All work was designed and constructed in conformance with the Massachusetts Highway Department's Standard Specifications.

- **on-road and off-road alternative corridors**
- **coordination with connecting towns**
- **study of tunnel crossing state route**

client contact

Daniel L. Tobin
Superintendent of Public Works
Town of Chatham, Massachusetts
508-945-5158

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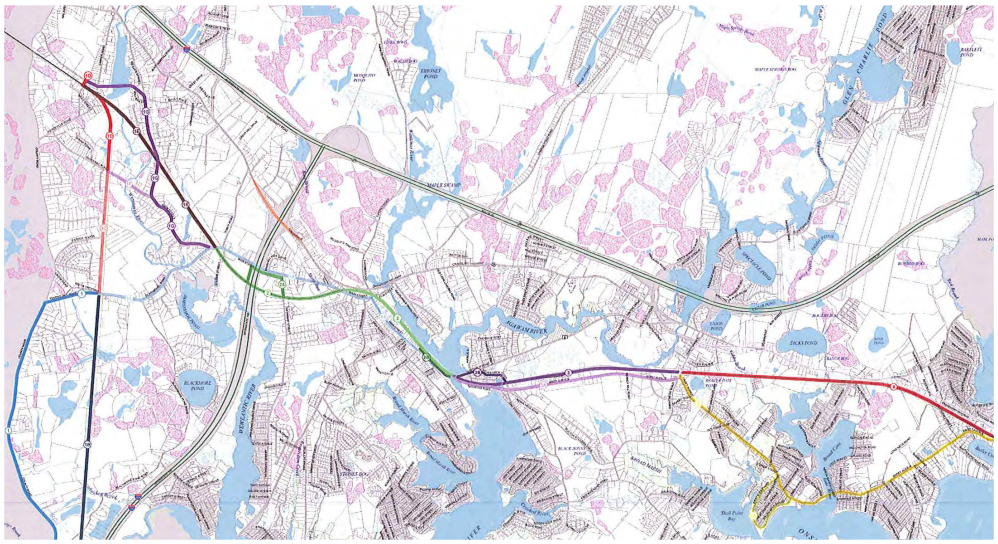
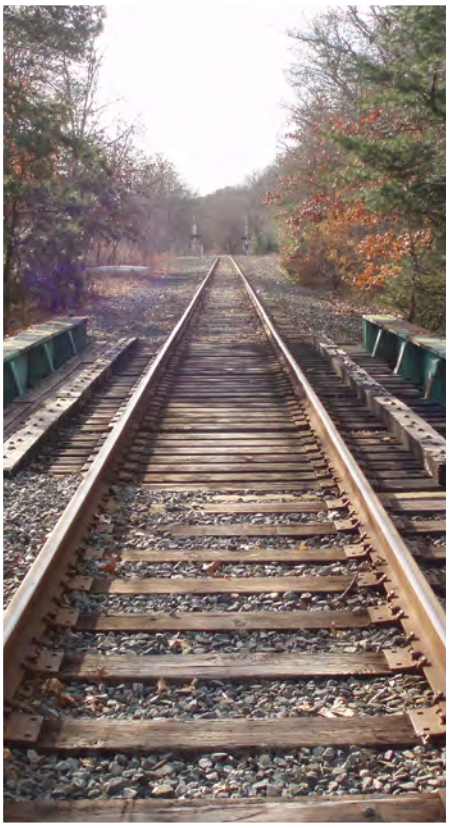
WAREHAM BIKEPATH - FEASIBILITY STUDY

town of wareham, massachusetts





In 2009, Weston & Sampson was selected by the Town of Wareham Bike Path Committee to investigate and evaluate the feasibility of constructing a multi-use trail along existing town roads, abandoned rail beds and active rail right-of-way owned by the Massachusetts Department of Transportation (MassDOT). The goal is to provide a link between the Mattapoisett Rail Trail, located to the south in the Town of Marion, and the Cape Cod Canal Bike Path, situated to the north in the Town of Bourne.

Weston & Sampson investigated and evaluated the feasibility of the various alternatives developed by the Southeastern Regional Planning & Economic Development District (SRPEDD), developed associated construction costs, identified design and construction constraints with respect to right-of-way, access, utilities, environmental resource impacts, and possible funding sources for construction, and assisted the town in developing a plan to administer policy, trail enhancement, fire/rescue procedures and maintenance for the trail, once constructed.

The study involved coordination with the Marion Bikepath Committee, Town of Wareham Bikepath Committee, MassDOT and the community.

The study was completed in 2010 and recommended a section of abandoned rail bed approximately 2 miles in length to serve as Phase I of the overall project. The project has received support from the town, and design is expected to begin in 2011.

client contact

Michael Langford
Wareham Bikepath Committee Chairman
Memorial Town Hall
54 Marion Road
Wareham, Massachusetts 02571
508-863-8717

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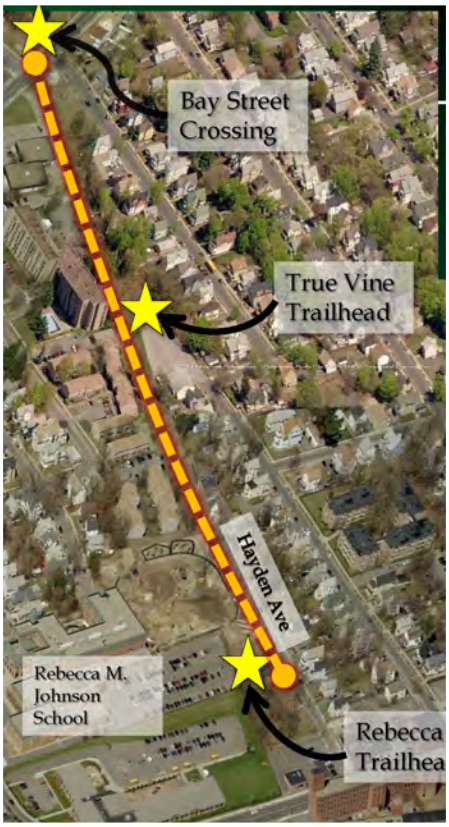
MCKNIGHT MULTI-USE TRAIL

city of springfield, massachusetts



Weston & Sampson provided services related to the feasibility of a multi-use trail through the McKnight neighborhood of Springfield, Massachusetts along the former Highland Division of the New York, New Haven, and Hartford Railroad. In 1997, a Master Plan for the potential trail for the 12.5 mile Highland Division Line (from Enfield, Conn. to Springfield, Mass.) was developed and never put into action. The intent of the project was to gather information to analyze the opportunities and constraints that would emerge when proposing a multi-use trail in this location and identify future steps and procedures to establish a successful and well maintained trail.

We gathered preliminary data for the study through site visits, client interactions, and resource mapping. Wetland and stream areas were determined in accordance with the Massachusetts Wetlands Protection Act. Abutting and adjacent property limits and ownerships were identified based upon existing assessor and available GIS information. Direct outreach to the owners of these properties will begin once the design for the trail begins.

Weston & Sampson developed a comprehensive base plan with existing site features for use in the analysis and design of the site. A preliminary environmental review was completed in accordance with the National Environmental Policy Act (NEPA) as well as the Massachusetts Environmental Policy Act (MEPA). The site was also studied to reveal any underlying contamination issues that may arise through the development of this project. Subsequently, we developed a concept Master Plan for the site with suggestions for new trail amenity areas. Finally, Weston & Sampson developed a strategy for the implementation of the multi-use trail, which included options for project phasing, funding suggestions, and a preliminary cost estimate. The above deliverables culminate in the creation of this feasibility study, which serves as the final deliverable of the current project scope.

client contact

Michael Tully
Senior Parks Project Manager
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NORTH CENTRAL PATHWAY MASTER PLAN AND PHASE I DESIGN

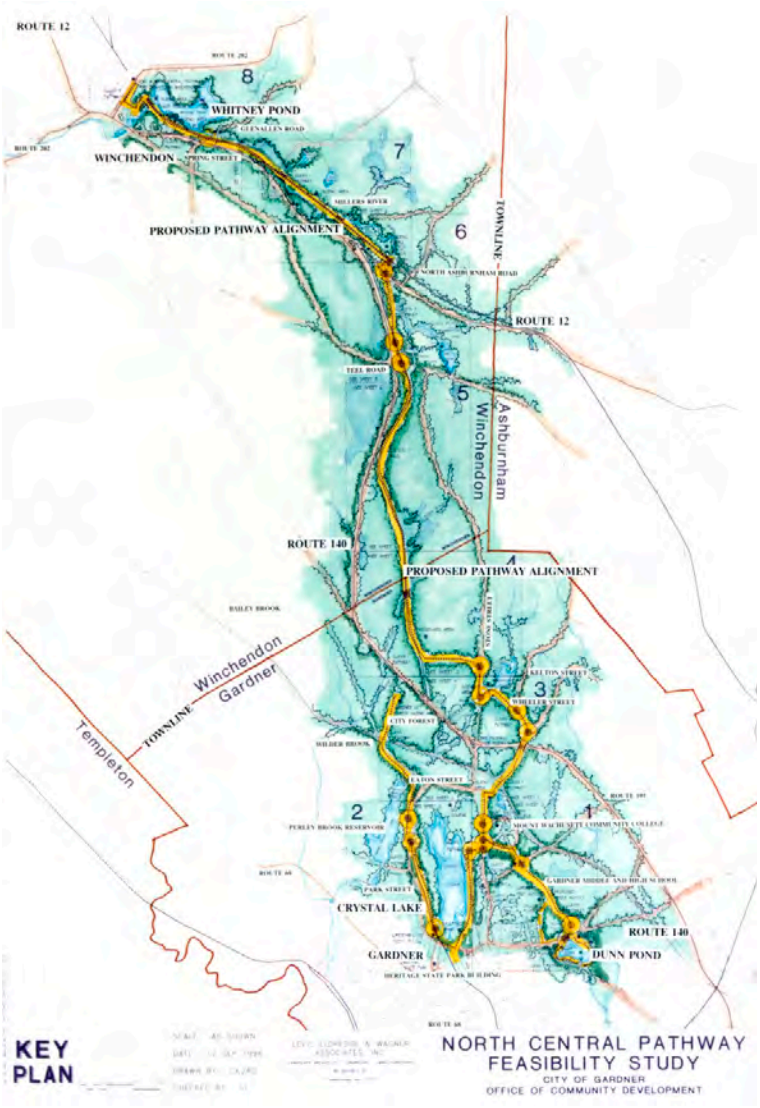
city of gardner, massachusetts

Weston & Sampson completed the master plan for this 15-mile bikeway, which traverses former railroad right-of-ways, state and local roadways, Department of Conservation and Recreation properties, and city open space and park properties.

The pathway links downtown Gardner and the Urban Heritage State Park and Dunn Pond Heritage Park areas, which we previously designed, and extends to Winchendon Center. The drawing to the right identifies the limits of the North Central Pathway. Work is being funded with a combination of Massachusetts Highway Department and Division of Conservation Services grants.

Weston & Sampson completed designs for 3.1 miles of pathway, now under construction, from Rt. 140 in Gardner to Rt. 12 in Winchendon. This project required sensitive design through extensive wetlands and beaver habitat. Beaver dams have created an extensive flooded area throughout the corridor requiring extensive Conservation Commission coordination.

- **coordinate 2 town committees**
- **obtain railroad ROW**
- **obtain MassHighway, LWCF, and EOEA grants**
- **multiple orders of conditions**



client contact

Shaun Suhoski
(Former Grants Coordinator for City of Gardner)
Town Administrator
Town of Ayer, Massachusetts
978-772-8210

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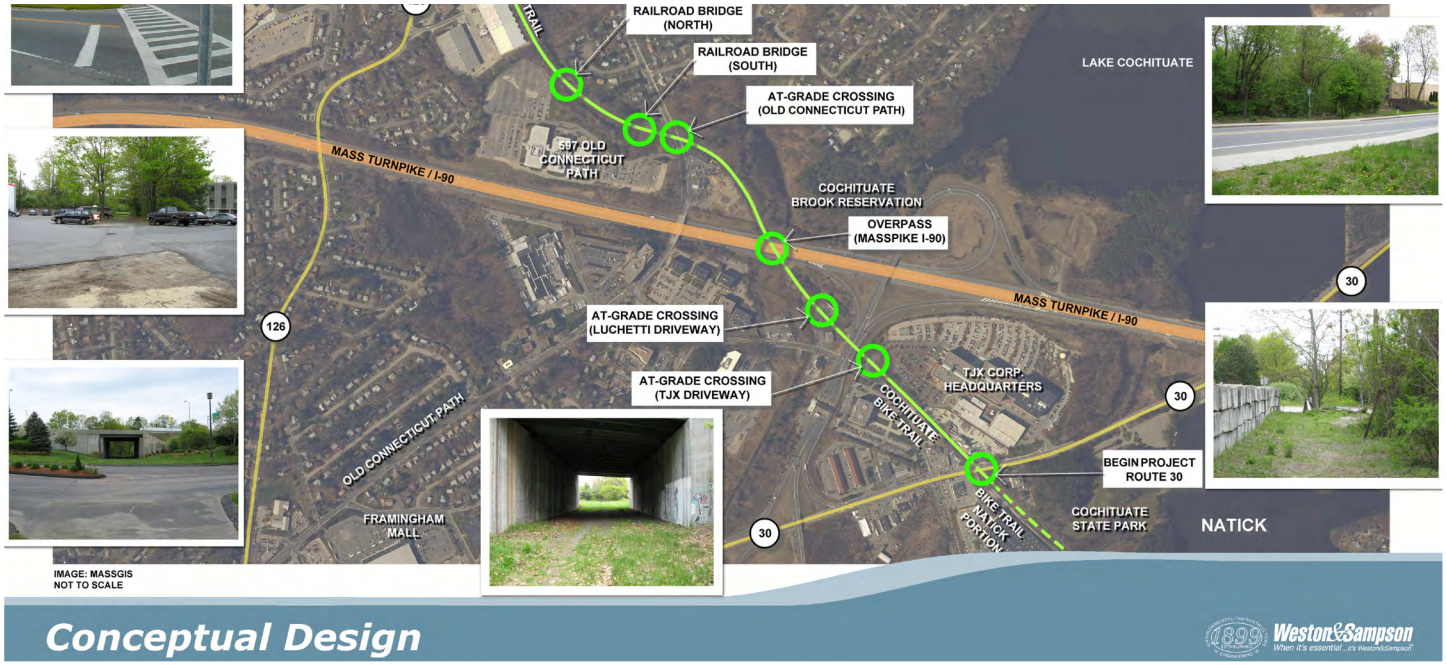
COCHITUATE RAIL TRAIL

town of framingham, massachusetts



Weston & Sampson recently completed the design for the construction of a 1.25-mile multi-use trail along an abandoned former Massachusetts Bay Transportation Authority (MBTA) rail bed, which was purchased by the Town of Framingham in 2009.

The trail begins at Route 30 (adjacent to the future Natick RT) and travels northerly, crossing the TJX driveway (at-grade), the Luchetti driveway (at-grade), Old Connecticut Path (at-grade), and two bridges over the Cochituate Brook before connecting to School Street.

The project required coordination with several town departments, including the Department of Public Works, the Department of Community and Economic Development, the Planning Board, the Board of Selectmen, the Cochituate Rail Trail Committee, the Conservation Commission, and the Traffic Safety Advisory Committee, as well as the general public, through a series of public workshops and meetings to obtain the necessary permits and approvals.

The project also required coordination with the design of a new sewer interceptor project utilizing the same corridor.

- **design of two new prefabricated pedestrian bridges over the cochituate brook**
- **at-grade crossing at luchetti and TJX driveways**
- **at-grade crossing of old connecticut path**
- **coordinated design with new sewer interceptor along the same corridor**
- **invasive species removal**

client contact

Eugene Kennedy, AICP
Department of Community and Economic Development
150 Concord Street
Framingham, MA 01702
508-532-5456

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BIKEWAY DEVELOPMENT - PHASE III

franklin county planning commission

For the Franklin County Planning Commission, Weston & Sampson provided a full range of services for the development of three phases of bike paths utilizing abandoned rail corridors, existing roadways, and power canals (WMECO).

Phase III was a $1 million project along one mile of Green River connecting Riverside Drive to Nash's Mill Park. The bikeway features a 120-foot span pedestrian bridge over Green River and is part of a 41-mile system that traverses along shared road and off-road through eight towns in Franklin County including Deerfield, Erving, Gill, Greenfield, Leverett, Montague, Northfield, and Sunderland.

client contact

David Chappell, PE
(Former Director, N.E. Regional Branch
Greenman Pedersen Inc.)
Chappell Engineering
Concord Office Center, 2352 Main Street
Concord, Massachusetts 01742
978-823-0054

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FRANKLIN COUNTY BIKEWAY - PHASES I, II AND III

franklin county regional council of governments

Weston & Sampson provided subconsultant services for the design of Phase I, including approximately two miles of new multi-use trail from McClelland Farm Road in Deerfield, along abandoned railroad bed, across an existing trestle bridge over the Connecticut River into Montague, adjacent to the existing power canal before terminating at the fish ladder.

Phase II extends more than 11 miles through the communities of Montague, Gill, and Northfield. The bikeway provides a connection to many historical and cultural facilities including the French King Bridge across the Connecticut River and a state park facility, as shown in these photographs.

Phase III included the design of approximately 1.5 miles of new multi-use trail from Riverside Drive, along abandoned service road, under Route I-91, over the Green River before connecting to Nash Mill Road.

- **part of 41-mile system through eight towns**
- **120-foot span pedestrian bridge**
- **trail adjacent to turners falls power canal**
- **rehabilitated bridge decks across cattle pass & connecticut river**
- **new trailhead parking lot in deerfield**

client contact

Beth Giannini
Franklin County
Regional Council of Governments
425 Main Street
Greenfield, Massachusetts 01301
413-774-3167

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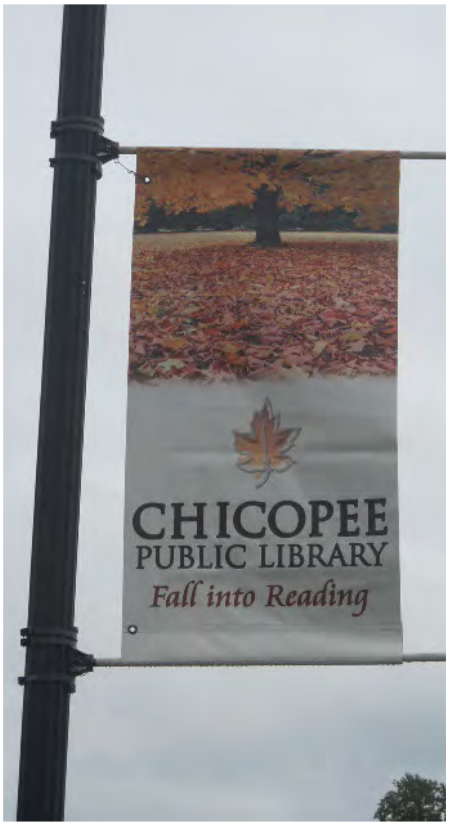
CHICOPEE RIVER CANAL PATH

city of chicopee, massachusetts



Weston & Sampson provided subconsultant services for the preliminary design phase of the Chicopee River Canal Path project beginning from the intersection with Chicopee Street to the Uniroyal site.

Our landscape architects developed conceptual designs and renderings of pulloff and overlook/vista areas for use during public workshops and meetings with the city and other project stakeholders. Weston & Sampson also developed landscaping details, quantity takeoffs and cost estimating assistance as part of the design submission to the city for review.

For more information, contact:

Carl Dietz
Director
Office of Community Development
38 Center Street
Chicopee, Massachusetts 01013
413-594-1495

Weston&Sampson®

SEPARATIST ROAD BIKEWAY

town of mansfield, connecticut

The Town of Mansfield, Connecticut selected Weston & Sampson to provide design services for the Separatist Roadway Bikeway Project. This multi-use path connects existing bike trail areas and is a key part of the town's walkway/bikeway system. This project was elevated to the top of the town's priority list after residents of the Separatist Road neighborhood petitioned the Town Council to make the road safer for bicyclists and pedestrians.

The priority-listed Separatist Road Bikeway project was developed and updated over the years by the town's Transportation Advisory Committee (TAC). The TAC recognized the curvy two-lane road to be a high-volume cut-through, with 12-foot travel lanes and a 30 mph posted speed limit. The area has a relatively high population density and is adjacent to the University of Connecticut. This section of road is also used by the neighboring high school as its primary cross-country training route. It was also a "share-the-road" bike route.

To assist the town in achieving its project objectives Weston & Sampson provided:

- A 200-foot retaining wall design
- Field survey
- Wetlands delineation
- Public workshops
- A site walk-through with residents and town representatives
- Preliminary and final design
- Construction phase consultations and milestone inspections

APWA 2008 Project of the Year
Transportation Projects Under $2 million

client contact

John Carrington
Director of Public Works
Town of Mansfield
Department of Public Works
Storrs, Connecticut 06268
860-429-3302

Weston&Sampson®

NORTH SUBURBAN REGIONAL BICYCLE TRANSPORTATION PLAN AND PHASE I DESIGN

lynnfield, north reading, reading, wakefield, and wilmington, massachusetts





Weston & Sampson prepared the final master planning and preliminary design and construction documents for Phase I of the North Suburban Regional Bicycle Transportation Plan.

The North Suburban Regional Bicycle Transportation Plan is a network of 50 miles of trail through the communities of Wilmington, North Reading, Reading, Wakefield, and Lynnfield. Renovated state highway roads, rural country roads, downtown roads with parking, off-road trails, and abandoned railroad lines make up this system.

This trail was designed to provide an alternate means for residents to commute instead of driving by automobile. By linking main corridors with other transportation modes, such as train and bus, it is intended to reduce the number of vehicles on the road to improve safety, health, the cost of living, and the environment.

Creating this network of bike trails is not only helpful to commuters, but serves a recreational purpose as well. People can use these trails to get away from urban sprawl.

Wilmington - This town offers many commercial areas that are easily accessible along these bike trails. This provides many possibilities for trail heads and rest areas. The trails also connect to various transportation hubs, schools, the downtown, and Silver Lake.

North Reading - This town provides many areas that accommodate casual biking and access to pleasant surroundings. There are commercial areas where trail heads could be developed, but the overall character of this experience is rural. The trails connect to schools and the Harold Parker State Forest.

Wakefield - Attracting people out of the urban development of downtown and to the neighboring rural towns can be achieved with the bike trails. They also connect transportation hubs, the "Bike to the Sea," Lake Quannapowitt, and the rail trail through Lynnfield connecting to the Peabody line.

Reading - This town offers quiet roads that lead to an attractive but busy downtown commercial district. There is an excellent opportunity to create a central gathering area downtown. In addition to aesthetic aspects of the trail and trail head system, commuters are able to utilize the trails to access other transportation modes.

Lynnfield - The trail network through this town is primarily off-road trails that occupy abandoned train lines or trails through the woods. These trails offer attractive ways to get people to and from destinations without conflicting with vehicles and create the perception of being in the country.

- **extensive coordination with multiple town officials and PAC groups**
- **on-road and off-road alternative corridors**
- **extensive shared road bike routes/substandard roads**

client contact

Heidi Griffin
Planning Administrator
Town of North Reading, Massachusetts
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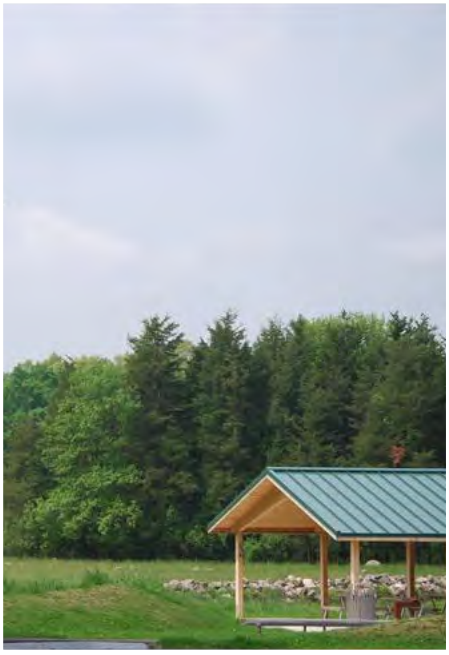
nrplanning@northreadingma.com

Weston&Sampson®

POWERS FARM: A COMMUNITY PARK

town of randolph, massachusetts



Weston & Sampson is providing design services for the development of passive recreation space in the Town of Randolph. The site, situated on former working farmland, will be developed into the Powers Farm Recreation Area, and will include a pavilion, parking facility, play area, and perimeter pathway to allow for universal access and community use through this amazing natural resource in the heart of Randolph.

Weston & Sampson's design for this site includes connection of the site's natural amenities -- woodlands and a pond -- directly to downtown Randolph via trails that ramble through the site and a smaller, adjacent parcel of land. The site's planting plan makes use of native ground covers to establish a green foreground that requires little maintenance or watering, and frames the longer views to Narroway Pond and the adjacent conservation areas. Stormwater is creatively managed through integrated infiltration designs.

Improvements also included parking, a pavilion, small play area, and interpretive signage.

client contact

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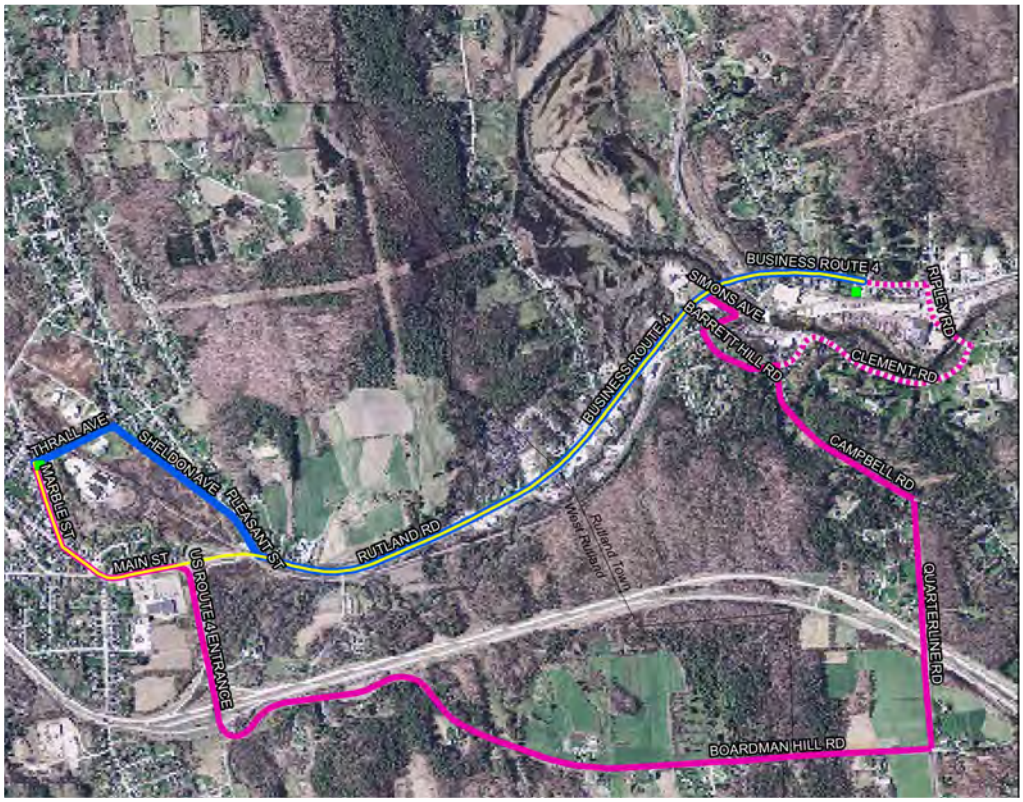
Weston&Sampson®

RUTLAND & WEST RUTLAND MULTI-USE PATH FEASIBILITY STUDY

towns of rutland and west rutland, vermont



Thrall Road Park and Ride Lot
to
Rutland Town Park and Ride Lot
West Rutland and the
Town of Rutland

Legend

- Park and Ride Lots
- Via RT 4A/BR 4, 13,612 feet
- Via Pleasant Street, 13,440 feet
- Boardman Hill Route, 26,249 feet
- Boardman Hill Route "A", 25,841 feet

Weston & Sampson is currently contracted by the Towns of West Rutland and Rutland to develop a feasibility study for a multi-use path connecting the two towns. The study will identify target user groups of the path and determine potential pathway routes.

The study will analyze the existing conditions of the project area utilizing GIS data, identify utility, natural resource, and permitting concerns, and determine a preliminary cost estimate and time line for the project. Public involvement and input will be a critical piece of the study to identify the needs and concerns of the community. The project team is coordinating with the Vermont Agency of Transportation to develop potential path routes, surface materials, and identify Right of Way challenges that may impact the design of the trail.

client contact

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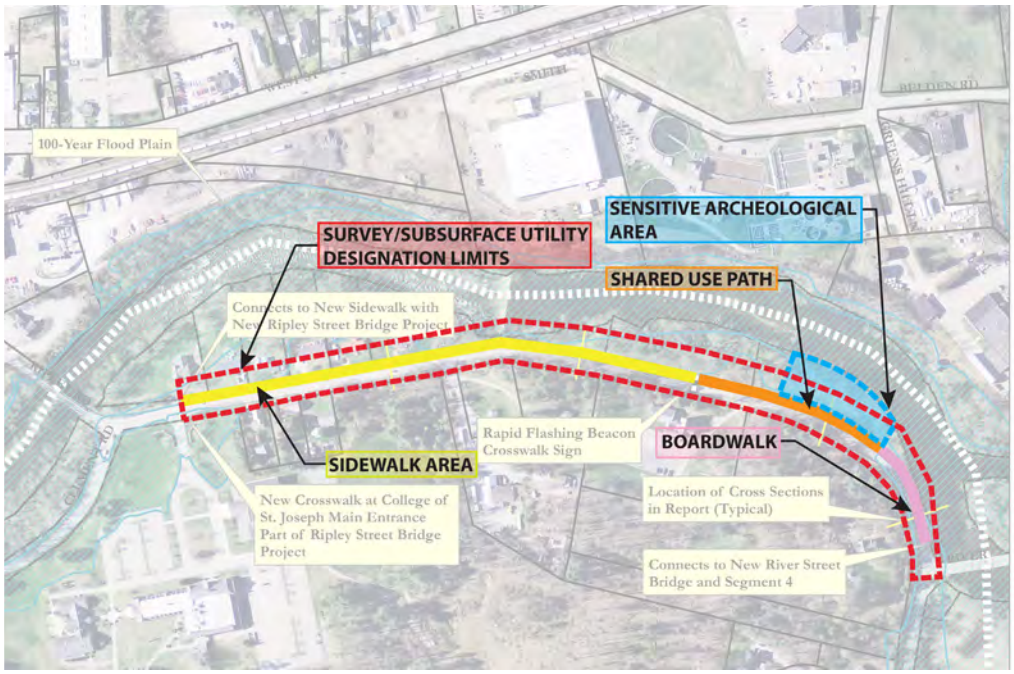
Weston&Sampson®

RUTLAND CREEK PATH – SEGMENT 5

city of rutland, vermont



Weston & Sampson is currently contracted by the City of Rutland, Vermont to design the fifth and final segment of the Rutland Creek Path project. Once each segment is constructed, the trail will serve as a commuter and recreational trail connecting the College of St. Joseph to Giorgetti Park, providing connections to various destination points in the community.

This segment of the path will include three distinct areas, including a sidewalk section and a multi-use asphalt trail section. Additionally, an elevated, 300-foor long boardwalk will be developed along the edge of Otter Creek before transitioning into the multi-use trail section.

Development of this section includes coordination with the Vermont Transporation Agency, as well as with construction crews currently reconstructing the Dorr Drive and Ripley Road Bridges on either end of the segment.

client contact

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Rutland Regional Planning Commission
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Weston&Sampson®

DRIFTWAY MULTI-USE TRAIL, PHASE II

town of scituate, massachusetts

Weston & Sampson was retained by the Town of Scituate, Massachusetts to provide engineering design and construction administration services for improvements to Phase II of the Driftway Trail.

The project involved the construction of approximately 2000' of new multi-use trail along New Kent Street and approximately 3000' of an exclusive bicycle lane, completing Phase II of a 10-mile system within the town.

The project required environmental permitting, construction of a low retaining wall, ADA/AAB compliance, and safety upgrades, including new timber rail construction, signs, and pavement markings. The project also required installation of a root barrier system to protect the trail from knotweed, an invasive plant species.

client contact

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Weston&Sampson®

SOUTHINGTON LINEAR PARK "RAIL TO TRAIL" STATE PROJECT NO. 131-186

town of southington, connecticut

Weston & Sampson provided complete design services for the conversion of a 3 kilometer section of abandoned railroad bed to a multi-use recreational path for pedestrians, cyclists and skaters. The design includes various access/rest-stop/activity areas along the length of the linear park, which crosses the Quinnipiac River and passes through the Town of Southington's Central Business/Industrial District. The path, located primarily in an urban area, was developed in order to provide the community with options for alternative modes of transportation (walking, biking, etc.), plus to help generate economic development in the business district.

Weston & Sampson's project team (formerly A-N Consulting Engineers, Inc.,) worked with the town to develop thoughtful and cost-effective infrastructure design. The completed multi-use trail includes:

- Renovation of a bridge crossing the Quinnipiac River
- Integration of extra-deep parking spaces along the trail in order to accommodate vehicles with rear-mounted bicycle racks/trailers
- Installation of a 3-foot wide stone dust trail parallel to the paved trail in order to provide a more forgiving surface for joggers
- Benches, bike racks, and other rest-stop/activity amenities
- Construction phase consultations and milestone inspections

client contact

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Weston&Sampson®

SOUTHWICK RAIL TRAIL - PHASE I

town of southwick, massachusetts






Weston & Sampson recently completed contract documents for the construction of a three-mile bikeway, which makes use of the former Penn-Central Railroad right-of-way.

The bikeway passes through farm, residential, and wetland areas and includes one at-grade roadway crossing, one bridge, and one tunnel. The cross section consists of a ten-foot-wide paved path and two foot shoulders.

The bikeway begins at the Connecticut/Massachusetts stateline and extends for three miles north to the intersection of Point Grove Road where it will pass under the road in a tunnel. All work is being designed and constructed in conformance with the Massachusetts Highway Department's Standard Specifications.

- **restoration of stone arch bridge**
- **design of new prefabricated pedestrian bridge**
- **design of precast tunnel under point grove road**
- **trailhead parking areas at miller road**
- **grade bikeway crossing at congamond road**

client contact

Richard Grannells
Engineer
Town of Southwick, Massachusetts
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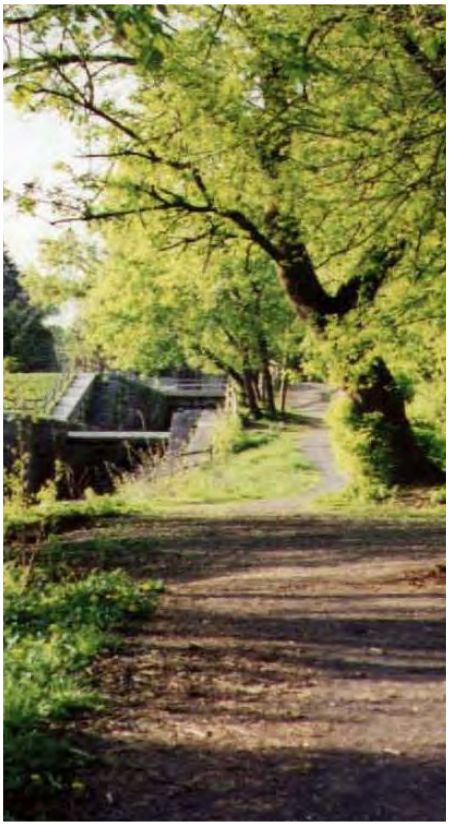
Weston&Sampson®

WATERFORD FLIGHT CANAL TRAIL

village and town of waterford, new york



The Waterford Flight Trail is a multi-user trail that will eventually connect the Lock 2 Park in the Village of Waterford to the State Boat Launch picnic area in the Town of Waterford at the Mohawk River. This 5.5 mile long trail will provide a connection via the flight of locks on New York State Canal Corporation property between the Old Champlain Canal Trail, part of the Saratoga County Heritage Trail system, and the Canalway Trail through the Town of Halfmoon.

Weston & Sampson (formerly J. Kenneth Fraser and Associates) completed the Physical Inventory and Analysis report and prepared construction documents. We also wrote and were successful in obtaining grants to fund this project from the New York State Office of Parks, Recreation and Historic Preservation - Recreational Trails Program and from the Hudson River Valley Greenway Conservancy Small Grants program.

client contact

Honorable J. Bert Mahoney
Mayor
Village of Waterford, New York
518-235-9898

Weston&Sampson®

WATERFORD OLD CHAMPLAIN CANAL TRAIL

town and village of waterford, new york

The Old Champlain Canalway Trail parallels the now abandoned section of the prism of the original Champlain Canal, which connects to the operating Erie Canal along the Waterford Flight at Lock No. 2. Phase 1 of the trail was completed a few years ago between Cohoes and Lock 2 Park in Waterford. Phase 2 continues north through the Village and Town of Waterford to the Saratoga County Heritage Trail in Mechanicville.

Weston & Sampson (formerly J. Kenneth Fraser and Associates) was retained to complete a Physical Inventory and Analysis report of the trail.

client contact

Honorable J. Bert Mahoney
Mayor
Village of Waterford, New York
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Weston&Sampson®